

The China Mail.

THE "HONGKONG CHINESE MAIL"
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HONGKONG, THURSDAY, NOVEMBER 22, 1894.

日五廿月十年午甲

PRICE, \$2 PER MONTH.

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LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GOSWELL & GOSWELL, 10, Abchurch Lane, E.C. 4. HENRY & CO., 37, Pall Mall, S.W. 1. SAMUEL DRAGON & CO., 150 & 152, Leadenhall Street, E.C. 3. ROBERT WATSON, 150, Fleet Street, W.C. 2. PARIS AND EUROPE.—MAYNARD, Favre & Co., 13, Rue de la Grange Bateliere. NEW YORK.—J. STEWART HAPPEE, The Overseas Evangelist Office, 22, West 22d Street. SAN FRANCISCO and American Ports generally.—BARN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney. OCEAN.—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore. CHINA.—MORAN, A. & J. BAILEY, Amoy, N. MOORE & CO., LIMITED, Foochow, HEDDA & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALSH.

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THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager,
Hongkong, May 16, 1893. 1615

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £1,125,000.
PAID-UP, £562,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 1/2 per cent. on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months, 5%
For 6 Months, 4%
For 3 Months, 3%
JOHN THURBURN,
Manager, Hongkong,
Hongkong, June 18, 1893. 223

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.

Head Office—HONGKONG.

Court of Directors.
D. GILLIES, Esq., H. SPENCER, Esq.,
CHAM KEE SHAN, Esq., CHOW TUNG SHANG, Esq.,
KWAN HOI CHAI, Esq.,
Chief Manager,
Geo. W. F. PLATTMAN,
Interest for 12 months Fixed 5%
Hongkong, October 23, 1894. 1711

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, £201,093.15.0.

Bankers.

CAPITAL & COUNTRY BANK, LIMITED.

Head Office: 3, PRINCE STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agents: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHARTREY INGBALD,
Manager,
Hongkong, November 6, 1893. 247

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.
RESERVE FUND, £4,000,000.
RESERVE LIABILITY OF, £10,000,000.

PROPRIETORS.

COURT OF DIRECTORS.

G. J. HOLMES, Esq.,—Chairman.

J. S. MORSE, Esq.,—Deputy Chairman.

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CHIEF MANAGER.

H. J. JACKSON, Esq.,

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LONDON BANKERS—LONDON AND COUNTRY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per cent. per annum.

" 6 " 4 " " "

" 12 " 5 " " "

T. JACKSON,
Chief Manager,
Hongkong, August 16, 1894. 338

Intimations.

HONGKONG RIFLE ASSOCIATION.

MEETING to be held on FRIDAY, at 10 p.m., and on SATURDAY, at 10 a.m., 23rd and 24th November.

1.—Association. Carbine Competition. Distance, 600 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$10.00, \$8.00, \$6.00, \$4.00, \$2.00. Four prizes: \$6.00, \$4.00, \$2.00, \$1.00.

2.—Association. Distance, 500 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$10.00, \$8.00, \$6.00, \$4.00, \$2.00. Four prizes: \$6.00, \$4.00, \$2.00, \$1.00.

3.—Association. Distance, 300 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$10.00, \$8.00, \$6.00, \$4.00, \$2.00. Four prizes: \$6.00, \$4.00, \$2.00, \$1.00.

4.—Association. Highest aggregate in 2nd and 3rd Competitions. Entrance, one dollar. Three prizes: \$15.00, \$10.00, \$5.00.

5.—Association. Nursery aggregate restricted to Members who have never won outright an Association Subscription Cup or a first or second prize exceeding the value of \$10 any previous prize, meeting in Hongkong or elsewhere and whose respective scores in Nos. 2 and 3 make the highest aggregate. Entrance \$1.00. Five prizes: \$10.00, \$8.00, \$6.00, \$4.00, \$2.00.

6.—Association. Championship. Entrance one dollar. Conditions to be decided on the ground by the Committee.

A sighting shot can be had in competition 1, 2 and 3 on payment of ten cents. The time of shooting will be notified in the papers as usual.

G. K. MOORE,
Hon. Secretary.

Hongkong, November 21, 1894. 1885

GRIFFITHS

GIVING SERIES OF

PHOTOGRAPHIC VIEWS, AND GROUP-INGS

Illustrating Chinese Life and Character, and the BEST MEDIUM FOR SENDING THE SEASON'S GREETINGS TO HOME FRIENDS.

Sold at Messrs. KELLY & WALSH'S, do, NORTON'S, do, BREWER'S, do, WATSON'S, do, CHARTREY INGBALD'S, and at the STUDIO, 2, Duddell Street, Hongkong, November 16, 1894. 1893

In the Matter of TAM KIT, Deceased.

NOTICE is hereby given that as from the 29th day of October, 1894, the Executor and Administrator of the late TAM KIT in the SUN SHING SHOP, No. 77 and 79, Wellington Street, ceased to exist, and that as from that date the Undersigned TAM CHAN SHI became and now is the Sole Person carrying on Business under the said Firm name of SUN SHING.

And further that the Estate of the said TAM KIT is solely liable for all Debts and Liabilities and is solely entitled to all Assets of the said Firm up to the said 29th day of October, 1894.

WONG CHUK YAU (友竹黃),
AND
TAM YUK SHAN (瑞玉譚),
Executors,
TAM CHAN SHI (氏陳譚),
1895

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested to send in to this Office a List of their CONTRIBUTIONS of Premium for the year ending 31st December last. In Order that the Proportion of PROFIT for that year that is PAID as BONUS to Contributors may be arranged. Returns not sent in before the 30th Instant will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1894. 1754

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the year ending 31st December last, in Order that the Proportion of PROFIT for that year that is PAID as BONUS to Contributors may be arranged. Returns not sent in before the 30th day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, October 31, 1894. 1745

CHAN A-TONG,

COAL, COKE, and COAL TAR MERCHANT.

No. 5, ARSENAL STREET, EAST. [1769]

PRIVATE BOARD AND RESIDENCE

FOR LADIES AND GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table D'Hotel. Central situation.

Mrs. MATTHEW,
2 and 3 Paddar's Hill,
Hongkong, July 24, 1893. 1287

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter 1853. Head Office, LONDON.

CAPITAL PAID-UP, £800,000.

RESERVE LIABILITY OF SHAREHOLDERS, £800,000.

RESERVE FUND, £275,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 5%
" 6 " 4 " " "
" 12 " 5 " " "

A. C. MARSHALL,
Manager, Hongkong,
Hongkong, May 17, 1894. 635

Business Notices.

LANE, CRAWFORD & CO.

CHRISTMAS 1894!

TOYS.

DOLLS, TALLY HO! CARTS, HORSES, CARTS, FUR and RUBBER TOYS, TEA SETS, BRICKS, SKITTLES, PUZZLES, BUILDING TOYS, GUNS, SWORDS, COOKING RANGES, YACHTS, TOOL CHESTS, PERAMBULATORS, MUSICAL TOYS, MECHANICAL TOYS, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, November 20, 1894. 1879

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed. THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced rates.

For further Particulars, apply at the OFFICE, 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL. 1523

W. POWELL & Co.

Hongkong, October 29, 1894. 1742

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

FIRE IRONS

(\$2.50 to \$20.00 set).

W. POWELL & Co.

Hongkong, October 29, 1894. 1742

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR. STEAMSHIP. DATE. REMARKS.

JAPAN.....Siam.....Daylight, 23rd Nov.....Freight or Passage.

LONDON.....Bombay.....About 27th Nov.....Freight or Passage.

SHANGHAI.....Shanghai.....About 1st Dec.....Freight or Passage.

SHANGHAI.....Siam.....About 3rd Dec.....Freight or Passage.

LONDON, &c.....Ravenna.....Nov. 6th Dec.....See Special Advertisement.

JAPAN.....Yokohama.....Nov. 7th Dec.....Freight or Passage.

LONDON and MARSEILLES.....Canton.....About 15th Dec.....Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, H. B. JOSEPH, Superintendent.
Hongkong, November 22, 1894. 1893

XMAS CARDS.

H. KONG TRADING CO.

ARE SHOWING

A LARGE and WELL-SELECTED STOCK OF

XMAS & NEW YEAR CARDS.

No. 1 to 5, D'AGUIAR STREET.

Hongkong, November 12, 1894. 1827

HONGKONG HOTEL.

Telegraphic Address, "Krenth"—A.B.C. Code. Telephone, No. 32.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The Hotel Steam Laundry conveys passengers and baggage to and from all Mail Steamers.

R. TUCKER, Manager.

HOTEL CHAMBERS.

BOARD and LODGING, from \$9.00 per month.

ROOMS to LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager, or R. LYALL, Secretary.

DAWSON'S PERFECTION

OLD SCOTCH WHISKY.

ALLISTON & CO.,
SOLE AGENTS, FAR EAST.

HONG KONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1949

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the

Office of the FARMER, ROBERTS & CO., Ltd.,
Messrs. ELLIS & WATSON'S,
and Mr. W. BARNARD.

Price, 50 CENTS.

May be had—Price, 1/-—at Messrs. LANE, CRAWFORD & CO., Ltd.,
Wang, Lan-yan, Hongkong; also, Mr. N. MOORE, Amoy.

Intimations.

VICTORIA LODGE

No. 1026.

A Regular MEETING of the above LODGE will be held in the Free-Masons' Hall, 22nd Street, THIS EVENING, the 22nd Instant, at 8.30 for 9 p.m. precisely. VISITING BROTHERS are cordially invited.

Hongkong, November 22, 1894. 1872

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 4.

LAMKO LIGHTHOUSE.

NOTICE is hereby given that the LIGHT at LAMKO was exhibited for the first time at Sunset on the 15th November.

The illuminating apparatus is a two-sided Dioptric one, of the Fourth Order, showing white flashes at intervals of 20 seconds.

The Light-house stands about 253 yards to the southward of high-water mark on Lamko Point, and the Light, which is elevated 63 feet above the level of the sea, should be visible in clear weather at a distance of 13 1/2 miles in all directions where it is not obscured by land.

The tower is an iron screw pile structure, 55 feet high, with a total height from its base to the lantern vanes of 67 1/2 feet.

The tower is painted white with two red horizontal bands; the dwellings are white.

Approximate position:—
Latitude.....20° 0' 30" N.
Longitude.....109° 42' 15" E.

As there are extensive reefs to the northward and westward of Lamko Point, vessels are recommended to pass the Light-house at a distance of not less than two miles.

C. J. PRICE,
Acting Harbour Master.

Approved, F. S. UNWIN,
Acting Commissioner of Customs.

Custom House, Kiungchow, 16th November, 1894. 1862

CHAR. J. GAUFF & Co.

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

TELESCOPIES AND TELESCOPES, BINOCLARS AND OTHER COMPARABLES, ADMIRALTY AND MARINE CHARTS, NAUTICAL BOOKS.

English SILVER and ELECTRO-PLATED WARE, CHRISTOPHER & CO.'S ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, September 28, 1894. 1884

Notices to Consignees.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP SAGHAN, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND SHANGHAI BANKING CORPORATION, Ltd., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before 3 p.m. To-day, the 21st Instant.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on Monday, the 26th Instant, at 3 p.m.

All Claims must reach us before the 30th November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by MELOHERS & Co., Agents.

Hongkong, November 21, 1894. 1893

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Irene, Captain R. SCHONKE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

OPTIONAL CARGO will be forwarded unless notice to the contrary be given before Noon To-day, the 19th Instant.

Any Cargo impeding the discharge will be landed into the Godowns of the HONGKONG AND SHANGHAI BANKING CORPORATION, Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 26th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 26th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

REGATTA NOTES.

The enthusiasm in Regatta matters during the past week makes me think my notes of last Thursday have had a salutary effect. All the crews are working hard, some of the men going out twice or thrice a day. I hope they won't overdo it. Over-work makes one stale, and a stale man is worse than one undertrained. I have got my weather eye on one or two young men who are in this respect; one has been out in the early morning training. I don't believe in hard work in the morning (or at any time, I can hear some one say) in a climate like ours. A man cannot do a couple of hours' training in the morning, go to business, and have two more hours' work in the evening without feeling it. I would advise no morning training beyond an easy walk. There is no necessity to 'buck' round Kennedy Road, as I see several members doing.

I should like to say a word or two to the strokes and coxswains before particularly the effect of bad cox. The cox is trying to do his coaching consists entirely of calls for half-a-dozen here and a dozen there, and another and another, until the men are thoroughly pumped out and can neither sit the boat nor pull through their car. They get hurried and flustered until their practice becomes a scramble, and when they return they are none the better for the outing. A good cox wants to get his men into the swing, slide and catch together before giving them a half-dozen at racing speed. The crews can afford to take another week for easy work, and then during the last two weeks do as much hard work as they like, always remembering even then that too much 'buckling' does more harm than good.

Considerable progress has been made by the crews in the Chairman's Cup. Hayward's boat is now going extremely well, and I am glad to say, for the *amateur* proper of the youth, that his bow has improved greatly. I hear that he 'took on' badly about my remarks last week. Let him; they were meant for his good, and I am pleased to see they have had the desired effect. This crew is very confident of winning, and some of the 'old hands' fancy the race lies between Hayward and Grimes, the latter being, if anything, the favourite just now. R. F. Lammer's crew has been out nearly every night, but on two occasions were stroked by F. Lammer, as his brother has a bad finger. No. 3 must try and hold his slide and come forward a little faster. No. 2 is rapidly getting into trim. Grimes' crew, if properly stroked, ought to win. They will have to give up the early morning practice, however, if they mean to keep in form. No. 2 wants to pull his oar through. E. A. Lammer's griffin crew does not impress me favourably. It wants more careful training. Armstrong pulls well at No. 3. With G. H. Potts instead of the versatile Brady, Stapan's crew has improved. Sorry to say it, Brady, but it's true! The balance of the boat is not what it ought to be. Stroke side is too strong. Duncan has taken the greatest interest in his crew, and it will be no fault of his if they are not benefited by his careful training. The most remarkable item, therefore, with regard to this race is the wonderfully improved form of Hayward's boat.

There is some stir now in the International. Mr. Stewart Lockhart has been on the war-path. He has tried several combinations, but up to the present the Scotch crew is not quite formed. They are lucky in having such an enthusiastic 'sport' to look after them, and it says something for his patriotism that he has now come forward to look them into shape. It will be all the better for him to get away from his multifarious duties for an hour on the water in the evenings. *Messrs. A. & Co.*, as His Excellency would say. I rather like the crew that went out last night—Duncan, Armstrong, McArthur, and Fullerton; but, without disparaging bow's rowing, I think that Mess (who is showing much improvement as the training goes on) would make a better bow. The English, as an old 'wet bob' said the other day, have Hobson's choice. They rely upon G. C. Hayward, Master, G. H. Potts, and Turner. Mounsey is not a member of the V. R. C., and cannot well take part in the race. If Potts could have gone behind Hayward the combination would have been better. I don't think they will get even second place. I like the Irish crew—the 'Spaniards' Grimes having been obliged to acknowledge his nationality at last. With a splendid No. 3 to give the boat a lift he ought to do well. The crew is—Grimes, Sanders, Browne, and Barlow. They will have to do a lot of work for the sake of Browne and Barlow. I am inclined to make the Irish crew favourites. The Germans have not been out, but will go out for the first time on Friday night. They have just wakened up to the fact that the combinations against them are likely to be more powerful than last year. Friedrich's crew are well and ready mixed.

The 'Boys' are determined to carry off the Ladies' Prize and are working hard for it. They will have to meet good crews, and as the crew of the new Boat Club will enter fresh, it is not beyond the bounds of possibility that the new venture will 'scoop in' this event. The Boat Club four will consist of Manuk, Theodore

Lammert, Skellum and Master—a splendid combination. The Bank four is said to be very good, but I cannot say more about it just yet. Grimes is mentioned as favourite for this event too, and the way in which his crew has been going has greatly pleased his supporters. I do not think he will manage to haul off the event. The Boat Club four seems good enough for anything, and though it were merely for the purpose of encouraging rivalry, I should like to see them win.

For the German Cup, there are thirty-four names entered. As there can be only six crews, some of the aspirants to honour and glory will have to be content to watch the race instead of participating in it. It is encouraging to see so much interest being taken in the old Club.

The Open Pairs bids fair to be an interesting event. The following are the combinations I hear of:—R. F. Lammer and Manuk; G. C. Hayward and E. A. Lammer; Machado and Stapan; San'ara and McArthur; Grimes and Jurado. The Professionals Cup, I am afraid, will not be a success. They only three likely entries are—H.K. and Shanghai Bank, Shawan and Co., and the Taihook. With the increasing interest in Hong events this might as well have been left a Hong pair race. The City Club is giving a cup for the Tub race, but who are likely to enter I have not yet learned. This is quite a sporting departure for the popular City Club, and the members of the V.R.C. will appreciate such a timely offering. *Aspropos* of this, I notice that the City Club is very enthusiastic over bowling at present, a branch of exercise that would help training men to harden their biceps considerably.

The following will probably be the programme for the Regatta:—
First Day.
GRIMES' RACE, Tub Sculls (one mile)—open to members not rowing in any other race during the Regatta.
CHAIRMAN'S CHALLENGE CUP, For four-oared (one mile and a quarter).
LADIES' PRIZE (one mile)—Open to European N. C. O. and men of any Regiment or Corps of the Garrison, H.M. vessels, or Police Force.
HONG GIGS (Chinese), steered by a European.
MADAM'S CUP (one mile)—Pair oars.
HAKPOUR POLICE (Chinese).
LADIES' PRIZE (one mile)—Four oars.
CHINESE SHAKS BOATS.
PROFESSOR CUP, (one mile)—Four oars—Open to members of the same profession.

Second Day.
LIGHT GIGS—Soldiers, sailors and police.
INTERNATIONAL CHALLENGE CUP—(one mile and a quarter)—Four oars.
CHINESE SHAKS BOATS.
HONG GIGS (Chinese).
GERMAN CUP (one mile)—Four oars.
HAKPOUR POLICE (European).
GRIMES' FOONS (one mile)—Open to members and subscribers of the V.R.C. who never won a race at a Regatta in China.
SPECTATOR.

ROYAL HONGKONG YACHT CLUB.

The Sailing Committee of the Club has considered the protests lodged by the *Payne* and the *Erica* against the *Ladybird* on Sunday's race. The protest by the *Payne* was dismissed, but the protest of the *Erica* being sustained *Ladybird* was disqualified for second place. The points gained by the first-class boats up to the present time are as follows:—

Erica (Mr. Donison) 14
Do (63rd Regt.) 10
Stella (Capt. Sterling) 4
Ladybird (Mr. Wilkinson) 1
Petrel (Royal Artillery) 1

The course for the third club race is as follows:—From the Submarine Mining Pier, Wellington Barracks, round No. 1 Dock Buoy, mark boat off Lyceum, No. 1 Dock Buoy, mark boat off Lyceum (leaving all to starboard on each occasion); 14 miles. It has been arranged to hold three Regatta races. On the 13th December there will be a race for each class—time allowances for the races. On the 14th December there will be a handicap for all the boats. The special handicaps will be published.

On the 2nd December there will be a special Club race for a cup presented by the Garrison.

Tax very 'newest' thing from Paris is, it seems, the Divorce Card. The form of this new social announcement is, according to the *Figaro*, as follows:—
M. P. and Madame P. have the honour to inform you of the dissolution of their marriage pronounced to-day by the Tribunal. Madame P. resumes her maiden name, Jenny M., and M. P. resumes his independence.

From a London contemporary a correspondent has clipped and sent us the following summary of the foreign trade of this country. Not knowing its source we can express no opinion on the value of the comparisons instituted, but they are at least interesting. 'In a table supplied to the Foreign Office, it is shown how far Great Britain and her Colonies are still in advance, not only of any one, but of all other countries in the aggregate, in supplying goods to a considerable extent in the world's trade, but import of wools from France consisted entirely of moccasins, and a large portion of the raw cotton. In metals and metal manufactures Great Britain still possesses over 65 per cent. of the whole import. France and Germany share the whole of the import of iron, and a considerable portion of that of clock and watch parts, come from Germany, but blankets and Italian cloth almost solely from Great Britain. Dyes and pigments appear to be the only class of goods in which Great Britain has a share which is not a preponderating one; and, speaking generally, Japan, while she is becoming more and more her own manufacturer, shows no inclination to seek elsewhere than in Great Britain those manufactured goods which she is as yet unable to supply herself.'—*Hugh Jones.*

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon, Mr. F. H. Maw, (Captain Superintendent of Police) presiding. There were also present—Hon. Dr. Ho Kai, Dr. W. Hartigan, Mr. R. K. Leigh, and Mr. H. McCollum (Secretary).

RESIGNATION OF MR. LAU WAI CHUEN.
A letter was read from the Acting Colonial Secretary, accepting the resignation of Mr. Lau Wai Chuen.

JANITARY HOUSES.
Mr. J. R. Crook, Sanitary Surveyor, submitted a long report on the state of house drains in Western Street, Fok Luk Lane, Third Street and Gough Street.

The following minutes were appended:—
Dr. Hartigan.—The defects pointed out should be remedied.
Mr. J. J. Francis, Q.C.—This report on the state of the houses on Island lot 678 is much more detailed than any to which we have been accustomed, and, so far, a great improvement; but it cannot be acted on in its present state as there is not a certificate by the Surveyor that the 'drains are in an unsatisfactory and defective condition.' With this the Board cannot assent.

This report does not distinguish the property of different owners, and it mixes up in a very confusing way things that must and ought to be kept separate. There are some defects common to the whole block that can only be put right by the re-drainage of the whole block on a common plan, and by special order communicated to all the owners and requiring their co-operation. There are defects, peculiar to each house, different in each house, which only can be called upon to repair. There are defects which seem to have nothing to do with the drainage by-laws at all, as Mr. Drury remarks about the absence of real kitchens in 33, 35, 37, 39. This may require the attention of the Board under other by-laws, but is not relevant to this report. There are remarks about the pavement of Fook Lung Lane and the necessity of relaying it and making provision for keeping the storm-water out of the Fook Lung Lane road that seem to me to be outside the scope of the report at all. They concern the P.W.D., if any one is to be laid out a complicated report of that sort before the Board. It cannot make a just or fair order on it. It could only do right and justice by several orders.

A proper report on a block of houses should be of the following kind:—
(1) State the No. of the lot or lots in the block and the boundaries by streets and otherwise.
(2) The number of houses in it, streets and otherwise.
(3) The state of the drainage of the block, the defects needing remedy and the suggestions for their cure, either entire or partial reconstruction of drains.
(4) The ownership of the houses in the block, the defects in each house of each owner, the recommendations as to each owner.

(5) If attention has to be called, as often may be necessary, to defects in the condition of the public streets, sewers, &c. Or, to other sanitary defects of the houses, not within the operation of the drainage by-laws; separate reports should be sent in or added to be made to the report, at the end thereof.
Where only one house is being reported, the matter is simple and the printed form, intelligently filled up, may suffice, but in reporting on a number of houses or on a block some more logical arrangement is desirable.

The Superintendent might easily prepare instructions as to the matter and form of a full and regular report, and will greatly facilitate his work if he does so.

What order or orders can he ask the Board to make on this report without himself going through it in detail and working out the separate owners and dividing the responsibility.
I do not see the point of the fact that in this particular case the whole block dealt with may be the property of one owner, but it is unlikely and is not the common case.

Mr. R. K. Leigh—I agree with Mr. Francis' remarks.

The Director of Public Works took the houses in Western Street, Fok Luk Lane, and Third Street are, I believe, all situated in one lot, viz. L. 679; and Fok Luk Lane is a private lane and, consequently, its condition is a matter for the Sanitary Board to deal with and not the P. W. D. I agree with Dr. Hartigan.

The President said he did not agree with Mr. Francis. It was not for the Surveyor to inquire who were the owners of houses. That could be done by the Secretary of the Board, after the Board had decided that the defects must be remedied. When the notice was served it would be stated that the Surveyor had found the drains in a defective or unsatisfactory condition. He moved that the owners be called upon to redrain.

Dr. Hartigan seconded.

MORTALITY STATISTICS.
The Secretary (Mr. H. McCollum) reported that the death-rate was 20.1 for the week ended November 10, as compared with 20.5 in the corresponding week last year.

The death-rate for the week ended November 17 was 20.1 as against 21.3 in the corresponding week of last year.
Dr. Hartigan.—Seven deaths from 'sim' or 'figaro' were unusual.

On the suggestion of Dr. Hartigan, it was decided to enquire into several cases of dropsy at the Tung Wah Hospital.

ASSISTANT SURVEYOR.
It was agreed, on the motion of the President, to recommend Mr. E. A. Kuan to be appointed Assistant Surveyor at a salary of \$350 per month. Mr. May said that was as much as the present Surveyor got.

Dr. Hartigan said it might be stated that the recommendation was made by the Board unanimously. They knew what Mr. Kuan could do.

TELEGRAMS.

(STIPPED TO THE 'CHINA MAIL'.)

(Via Southern Line.)

LONDON, Nov. 21, 1894.

JAPAN AND AMERICAN INTERVENTION.

Japan, whilst thanking the United States Government for their good offices in the way of mediation, has replied that China must approach Japan directly with any proposals for peace.

FRANCE AND MADAGASCAR.

The report of the Committee to the Chamber of Deputies recommends the establishment of the widest protectorate over Madagascar, but does not recommend annexation.

RUSSIA IN THE FAR EAST.

The Odessa correspondent of the *Times* states that two transports full of Russian troops have been suddenly ordered to Vladivostok.

THE CHINESE NAVY.

Capt. MacChure has been appointed Vice-Admiral of the Chinese fleet.

THE WAR IN THE DUTCH INDIES.

The Rajah of Lombok, his son, and grandson were killed at the capture of Yakanegara.

THE CHINA-JAPAN WAR.

THE JAPANESE AT TAI-LEN-WAN.

By a passenger arriving from Chefoo, today, we learn that H.M.S. *Severn*, which has been at Tai-LEN-WAN for several days, left there on the 14th for Chefoo. Her officers report that on that day there were 16 Japanese men-of-war, 10 torpedo-boats, and 50 gunboats, in the waters of the bay, and the Japanese were busily engaged in fortifying that place in accordance with their own ideas.

A version of the capture of Tai-LEN-WAN received from Chefoo states that when the Japanese fleet, which was limited to assist the land forces in taking the place, steamed into the harbour on the 8th, they were much surprised to see the Japanese ensign flying. The land force had reached the neighbourhood late on the evening of the 7th, intending to attack the next day. One gun was fired from the forts, and then all silence. Scouts were sent out to learn the situation, and there, upon reaching the forts, found them deserted. The Japanese on taking possession, found the guns all loaded and primed ready for discharging.

A JAPANESE ARMY PROCLAMATION.

Lieut. General Sakuma, on the 24th ult., gave instructions to the Third Army, under his command, that Japan being the true country of the East which had adopted civilization as her path, held the responsible position to lead other uncivilized states into the way of civilization. So whatever way the enemy may see, Japan must tread the way of justice, and while carrying out a number of houses or on a block some more logical arrangement is desirable.

1. That the people of the enemy's country who do not offer resistance, should be considered as much as possible as peaceful, and should not be treated as enemies, but should be treated as subjects, and should be allowed to retain their property, and should be allowed to retain their religion, and should be allowed to retain their customs, and should be allowed to retain their language, and should be allowed to retain their names, and should be allowed to retain their families, and should be allowed to retain their children, and should be allowed to retain their wives, and should be allowed to retain their property, and should be allowed to retain their religion, and should be allowed to retain their customs, and should be allowed to retain their language, and should be allowed to retain their names, and should be allowed to retain their families, and should be allowed to retain their children, and should be allowed to retain their wives, and should be allowed to retain their property, and 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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Honolulu)..... WEDNESDAY, Nov. 28, at daylight.

China (via Nagasaki, Kobe, Inland Sea and Honolulu)..... WEDNESDAY, Dec. 12, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea and Honolulu)..... SATURDAY, Dec. 29, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 28th November, at daylight, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND TRIP in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Receipts should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central, HONGKONG, November 7, 1894. 1793

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAYRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th November,

1894, at Noon, the Company's

S.S. SYDNEY, Commandant DANCOURT,

with MAILS, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted

in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted till

Noon.

Cargo will be received on board until 4

p.m. Specie and Parcels until 3 p.m. on

the 27th November, 1894. (Parcels are not

to be sent on board; they must be left at

the Agency's Office).

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, November 16, 1894. 1844

NORTHERN PACIFIC STEAMSHIP

AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma..... Tuesday December 11, 1894.

Tuesday Jan. 1, 1895.

Victoria..... Tuesday Jan. 22/95.

Tuesday Feb. 26/95.

Tacoma..... Tuesday March 19/95.

Tuesday April 9/95.

THE Steamship TACOMA, Captain V. F. FARRIS, sailing at Noon, on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBÉ, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARROLL & Co.,

Agents.

Hongkong, November 7, 1894. 1792

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
HALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 10th day of December,
1894, at 3 p.m., the Company's
S.S. SAIGON, Captain H. SUMNER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 31st December,
Cargo and Specie will be received on
board until Noon, on MONDAY, the 10th
December, and Parcels will be received (at
the Agency's Office) until Noon, on SUNDAY,
the 9th December. Contents of Packages
are required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, November 16, 1894. 1850

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea

and Yokohama)..... WEDNESDAY, Dec. 10,

at daylight.

Oceania (via Nagasaki, Kobe, Inland Sea

and Yokohama)..... WEDNESDAY, Jan. 9,

1895, at daylight.

Georgia (via Nagasaki, Kobe, Inland Sea,

and Yokohama)..... SATURDAY, Jan. 26,

1895, at daylight.

Hawaii (via Nagasaki, Kobe, Inland Sea,

and Yokohama)..... SATURDAY, Jan. 26,

1895, at daylight.

The Steamer BELGIA will be

despatched for SAN FRANCISCO,

via NAGASAKI, KOBÉ, INLAND SEA

and YOKOHAMA, on WEDNESDAY,

19th December, at daylight, connection

being made at Yokohama with Steamers

from Shanghai.

Steamers of this line pass through the

INLAND SEA OF JAPAN and call at

HONOLULU, and passengers are allowed to

break their journey at any point en route.

Through Passengers Tickets granted to

England, France, and Germany by all trans-

Atlantic lines of Steamers, and to the principal

cities of the United States or Canada.

Rates and particulars of the various routes

may be obtained upon application.

Special rates (first class only) are granted to

Missionaries, members of the Navy,

Military, Diplomatic, and Civil Service, to

European officials in service of China

and Japan, and to Government officials and

their families.

Passengers who have paid full fare, re-

turning at San Francisco for China or

Japan (or vice versa) within one year, will

be allowed a discount of 10 per cent. This

allowance does not apply to through fares

from China and Japan to Europe.

All Parcel Packages should be marked to

address in full; and same will be received

at the Company's Office until 5 p.m. the

day previous to sailing.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco,

in the United States, should be sent to the

Company's Office, addressed to the Col-

lector of Customs, San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 7, Praya Central.

G. L. GORHAM,

Agent.

Hongkong, November 21, 1894. 1884

Intimations.

Two Stepping Stones

to consumption are ailments

we often deem trivial—a cold

and a cough. Consumption

thus acquired is rightly

termed "Consumption from

neglect."

Scott's Emulsion

not only stops a cold but it is

remarkably successful where

the cough has become deep

seated.

Scott's Emulsion is the

richest of fat-foods yet

the easiest fat-food to

take. It arrests waste

and builds up healthy

flesh.

Sole Agent for China and Hongkong:

CHAN A. FOE, at WATKINS & Co.,

Hongkong.

SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or

Parcels will be thankfully received

at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

Intimations.

A CURE FOR ASTHMA!!!
GRIMAULT'S
Indian Cigarettes.

Asthmatic people who suffer from
Oppression in breathing, edifying
coughs, hoarseness, and loss of
Voice, Nervous Coughs, Laryngitis,
Colds, with Wheezing, Bronchitis,
Inflammation, Catarrhal Affections,
and Difficulty in Expectoration, are
promptly relieved by these Cigarettes.
GRIMAULT & Co., Paris. Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of acute and chronic Discharges. These Capsules, in the form of a Matico Injection, are promptly relieved by these Cigarettes.

MATIO INJECTION is used in recent
MATICO CAPSULES in the chronic cases.
GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

1894.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

Call at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horsepower—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA.....WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN.....WEDNESDAY, 26th Dec.

EMPEROR OF CHINA.....WEDNESDAY, 23rd Jan./95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)

in 19 DAYS, making close connection at Vancouver with the PALATIAL TRANS-

CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there

daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New

York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and

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